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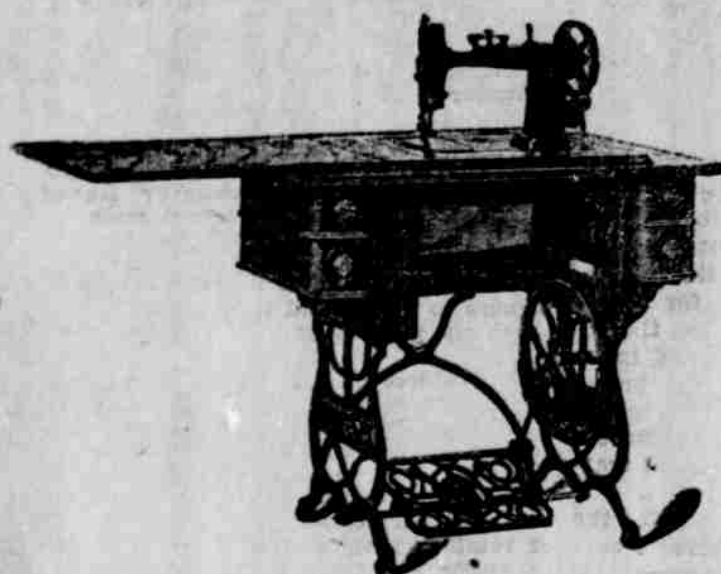
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## RACES FOR LABOR DAY

Extensive Program Is  
Arranged.

## CRACK HORSES ARE TO RUN

Admission to the Kapiolani Track  
May be Free and Purse  
Liberal.

Everything appears to be going on nicely as far as the horse-racing part of the Labor Day program is concerned. Owners are keen over the matter and have promised to liberally support any events which may be numbered on the program. About twenty horses will probably run out in the different races, and such a number is ample guarantee of excellent sport. The Driving Association is right in line and it now awaits the action of the Labor Day celebration committee in regard to the matter.

If the Labor Day people have enough funds at their disposal to hang out purses and pay for the track being put in order, the grand stand will be thrown open to all free of charge. If, however, the Driving Association is obliged to provide their own purses, it will be necessary to make a small charge for admission to defray the expense. Should the Labor Day athletic program be run in conjunction with the horse-races, and the labor people put up the athletic events prizes and the Driving Association, the purses for the horses, a charge for admission will be made and a proportion of the proceeds turned over to the Labor Association.

It is to be hoped that the first proposition will prevail and that there will be a free gate. The workingman looks on the day as a picnic and wants to take his wife and little ones down to the track to see the fun. If he has to pay for admission, his day's expenses, including transportation back and forth, will foot up unproprietarily heavy.

The following horses are expected to participate in the Labor Day races: Dan McCarthy, Mongoose, Albert M., Silas S., Lustre, Directress, Irish Lassie, Octoborn, Antidote, Brock, Sir Casimir, Venus, Fred, Eros, Billy V., Aggravation, and many others.

There is every promise of the athletic events of Labor Day being well filled, despite the fact that the schools and colleges will not have assembled by September 3d. Members of the various branches of labor contemplate competing in nearly all of the events, and the old-timers are hunting up their spiked shoes for a chase down the track. It is more than likely that the sports will develop athletic prowess hitherto unsuspected.

Colonel Cornwell's Venus and a green filly by Brock out of Rosebud, will arrive here on Saturday next and will be entered in the Labor Day dashes. Prince David may enter Sir Casimir, and if Hotlinger comes along with Aggravation a race will result.

It is whispered that Mr. Decker, the Maui magnate, will bring down with him from Walluku a warm thing in the shape of an island-bred three-minute class trotter by Charles S., out of an imported mare.

A good, all-around race horse, by name Mark Anthony, is reported as being in town. His owner will confer a favor on the Honolulu Driving Association and sportdom generally by uncovering him on Labor Day.

Jack Gibson is training Albert M. and a three-minute-classer of Capt. Soule's for the meeting next Monday week. If Antidote is raced on that day Mr. Gibson will more than likely have charge of the old gray's preparation.

James Quinn has taken Fred. Eros in hand for the coming races, and if W. W. Woods is started will look after him. Matt Earley, Prince David's capable trainer, will leave for the Coast on the next Australia, in charge of Sir Casimir, and Vioris, which will be raced at the winter meetings around San Francisco.

Two of the teams entered for Saturday's pole race have gone in the neighborhood of 2:50 in practice and it is confidently expected that the winner of the race will go the distance in close to 2:45. The teams will be driven by Messrs. Judd, Grigsby, Bellina and Monsarrat.

J. A. Nunes has entered Manuelli in the gentleman's riding race to be run off tomorrow afternoon. He will ride the horse, C. H. Bellina's Mystery, C. H. Judd's Waipahu and John Wright's Palace Start will also run.

A novelty race has been proposed for Labor Day between the odorless excavator, the official watering cart and one of Palm's jaunting cars. If this race is arranged there will surely be a strong tip out on the former conveyance.

Fred. Eros will be entered in the 2:40 class on Labor Day and the dark Billy V. with the three-minute assortment.

The fifty yards foot race billed for Saturday will come off. There will be four starters, including the old-time flyer Jim Brown. The dash will be exciting and the time made should be better than last season.

Iolani College has taken up Association football under the instruction of Mr. L. G. Blackman. Practices are held at the college grounds on Monday, Wednesday and Friday evenings, which old Iolanians are cordially invited to attend. Mr. Blackman says that the college will be well represented in the fall games.

A meeting of the Honolulu Driving Association will be held this evening at the Hawaiian Hotel at 7:30 o'clock. Important business will be transacted and all members are earnestly requested to be present.

The Lellans have gone into training quarters at Pearl Harbor. Their crew consists of S. E. P. Taylor, stroke; Peter Phillips (3), Carl Peck (2) and Harry Cob, bow. George Robertson is substitute. This crew has kept its practices very dark, but has for some time past been doing the right kind of work. The men are coming right along and will leave no effort unspared to make a good showing on race day.

Prince David is taking a great interest in the Lellans and is a constant visitor at their training quarters. The spirit which actuates the wearers of the black and gold is sportsmanlike to a degree; in the face of great disadvantages they have entered a crew for the big race and should they create a surprise, which is far from impossible, the reception accorded them will be a memorable one.

It would be a good thing for sport if the Healan or Myrtle Clubs would place a barge at the disposal of the Lellans for Regatta Day. If they can get a boat to row in, either four or six-oared, they will gladly enter a crew in the barge race.

The second team of Company F, National Guard of Hawaii, want to shoot the first police rifle team. How are the mighty fallen! This is the most unkind shot of all.

An ocean yacht race is being arranged for September 1st. The course proposed is from Honolulu to Lahaina. Clarence Macfarlane will enter the La Palma and Prince David wants to enter the Vi-Ke if she is ready by that time. The owners of the Eva and Dewey will be approached with a view to entering the contest. In answer to numerous inquiries as to the meaning of the appellation "Vi-Ke" as applied to Prince David's new yacht, we are in a position to state on good authority that "VI" stands for "very" and "Ke" for "quick." The letters are "V" and "K" of the English alphabet, pronounced a la Hawaiian.

## WILL STATESMAN LI SAVE CHINA?

(Continued from Page 1.)

twenty-five years, he sat at the gates of China, as it were, holding back from rash inroads the horde of foreign contractors who would have remade the old empire in a day, and, on the other hand, pressing upon his compatriots the gradual use of modern inventions.

During his quarter century occupation of this post, most of the time with the added honor of grand secretary of the empire, practically all of China's progress was due to him. When memorials on the advantages of railroads were smothered by the empress' anti-foreign advisers, he built lines himself, almost at the peril of his life. He established telegraph lines, opened coal mines, founded a military and naval academy, endowed a hospital, fitted up arsenals, bought modern warships, built fortifications and generally did all he dared do to introduce modern appliances into his own province. He became the hope of all, native and foreign, who wished to see China take her place among the great nations of the world.

That the shrewd Li profited hugely, after the dictates of Chinese morality, by his dealings with foreigners goes without saying. As the tide of foreign industrial invasion slowly rose, his yamen, or official residence, became almost an agency where European engineers and contractors propounded the most gigantic schemes. Li is a remarkable juggler of men, and by beating down, by playing off bidders of one nationality against another, by making counter offers, he has constantly outwitted the shrewdest men from the West.

From the contest of Li Hung Chang's services to his state was in negotiating the peace treaty with Japan, after China's disastrous defeat in that contest, in which he had entered against his protest, and in face of his predictions of an unfortunate outcome. It was a thankless task, and one almost certain to earn the ill-will of the Peking Government, but the aged statesman undertook it, and brought all the resources of his marvellously shrewd mind to the task of securing the best possible terms for China.

For Japan the negotiations were conducted by the Marquis Ito, and it is doubtful if two more clever conversationalists ever were pitted against each other in a similar contest.

Viceroy Li was at a decided disadvantage, for China was practically at the mercy of her conquering enemy. The skill of the aged diplomat, aided by the sympathy aroused by the attempt to assassinate him, secured for the defeated nation better terms than they otherwise could have hoped for. As was almost a foregone conclusion, however, the home Government failed to appreciate his services, and the ingratitude commonly ascribed to republics was strikingly displayed by the Chinese despotism on his return to Peking. It was only through the efforts of his former advisers and the representatives of the various powers that the ratification of the terms of peace was finally secured.

Li himself was once more stripped of his vice regal powers, and remained in retirement until the necessity of sending a Chinese representative to attend the coronation of the Czar once more brought him to the front. His selection for this important post was due more to the fact that he was the only man capable of filling it than to any desire to do him honor.

HIS TOUR OF THE WORLD.  
The story of Earl Li's triumphant progress around the world is familiar to all newspaper readers. There is no doubt that the journey did much to increase the great Chinaman's knowledge of the progress and power of the Western nations, as it certainly did much to increase the respect and admiration of all these nations for the venerable statesman of the Orient.

Although honors and distinctions were heaped upon Li Hung Chang during his long journey, they did not add to his popularity with the Chinese Government. In 1898—the year so disastrous to the Celestial empire—he was again retired to comparative obscurity. Since that time, as Viceroy of the provinces of Kwang Si and Kwang Tung, he has been kept at a distance from the seat of the central government and has been virtually without influence in directing its course. Had he retained his former position and influence it is possible that the present crisis would not have been permitted to develop to the acute stage.

In spite of his liking for some of the features of Western civilization, Li Hung Chang is a thoroughbred Chinaman. If he is tolerant of foreigners he is under no delusions. Long ago he laid down the policy: "Let us use foreigners, but do not let foreigners use us." If he has ever seemed to favor Russia or Great Britain or any other power, it has been with a deep purpose. It is to the everlasting credit of American diplomacy and American statesmanship that he has never wavered in his faith that the United States has no ax to grind at China's expense.

When Li Hung Chang rises he goes to work, and at 7 o'clock eats a breakfast composed of birds' nest soup, rice congee, and coffee, without milk or sugar. At the close of the meal he takes a grain or two of quinine and goes to work again.

It has been said that he is the richest man in the world, but of that no one knows, as Li has not divulged his financial status. However, he practically owns the railroads and the telegraph lines in China, which he put in on his own responsibility and at his own expense, and derives the revenue from them. He is behind every progressive European innovation introduced into the country.

In no country is the short, pithy proverb more valued than in China. The fashion was set by Confucius, founder of Chinese philosophy, who habitually spoke in proverbs. Li Hung Chang is known to the Occident chiefly by reason of his genius as a soldier and statesman, but besides these he is a philosopher and retailer of proverbs and apothegms of no mean order. During his memorable trip around the world he continued by his witty and apt sayings, as well as by his abrupt questions, both pertinent and otherwise.

When the great Chinaman was in New York he was entertained by Mayor Sturgis. During his interview Li asked the mayor why he had not taken part in the civil war. The mayor replied that his brother had been in the army, but that he stayed at home to take care of the family, and was in civil life. "Ah," said Li, "you were a very good soldier in time of peace, I suppose, and a very good civilian in time of war."

When Li was in Germany the Kaiser asked him: "How do our women compare with those of China?"

"I really cannot tell," said Li, shyly, fastening his eyes on the corsage of a lady who was present. "We never see half as much of our women as you do of yours."

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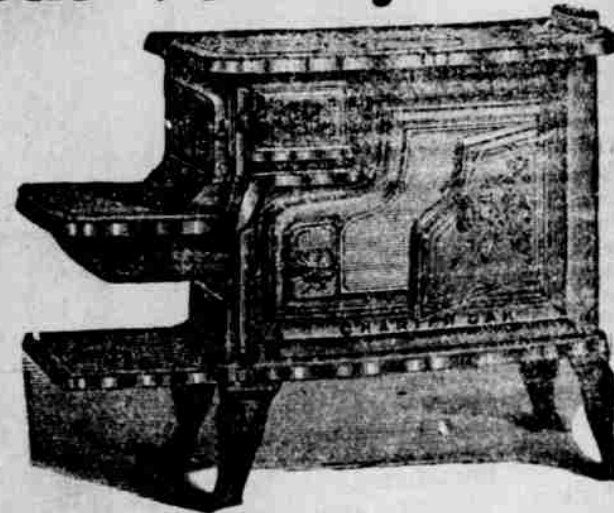
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